

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1980. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1980, there has been a large increase in the numbers and proportion of drivers over the age of 35. The significant changes in the 15-year old age group from 1980 to 1990 can be attributed to legislation that took effect on September 1, 1989, increasing the legal driving age from 14 to 16 years old. The 139.6% growth in this age group from 1990 to 1999 reflects the legislation effective on September 1, 1991, lowering the driving age from 16 to 15 years old.

Table 15 Age Distribution of Licensed Drivers: 1980, 1990, 1999					
Age	1980	1990	1999	Change 1980-99	Change 1990-99
15*	10,434	3,478	8,334	-20.1%	139.6%
(%)	1.6%	0.5%	0.9%		
16-24	150,562	123,114	153,554	2.0%	24.7%
(%)	23.1%	17.4%	17.4%		
25-34	157,756	151,625	153,815	-2.5%	1.4%
(%)	24.3%	21.4%	17.5%		
35-44	101,513	153,976	179,778	77.1%	16.8%
(%)	15.6%	21.8%	20.4%		
45-54	75,266	100,258	161,779	114.9%	61.4%
(%)	11.6%	14.2%	18.4%		
55-64	70,183	76,255	102,960	46.7%	35.0%
(%)	10.8%	10.8%	11.7%		
65+	84,826	98,967	120,939	42.6%	22.2%
(%)	13.0%	14.0%	13.7%		
TOTALS	650,540	707,673	881,159	35.5%	24.5%
<i>*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old. On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.</i>					

Driver Age and Collision Involvement

Table 16 gives data for driver age as a factor in collisions for 1999. Drivers, ages 15-19, were more than twice as likely as all drivers to be involved in fatal or injury traffic collisions. This age group comprised 8.8% of all licensed drivers and accounted for 19.1% of drivers in all collisions and 19.3% of drivers in fatal and injury collisions.

Table 16 Driver Age as a Factor in Collisions: 1999								
Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	8,334	0.9%	488	1.1%	1.2	194	1.2%	1.3
16	15,366	1.7%	1,521	3.6%	2.1	591	3.7%	2.1
17	17,550	2.0%	2,084	4.9%	2.5	784	4.8%	2.4
18	18,481	2.1%	2,085	4.9%	2.3	818	5.1%	2.4
19	18,212	2.1%	1,930	4.5%	2.2	739	4.6%	2.2
20	17,537	2.0%	1,554	3.7%	1.8	598	3.7%	1.9
21	17,450	2.0%	1,420	3.3%	1.7	524	3.2%	1.6
22	17,323	2.0%	1,263	3.0%	1.5	467	2.9%	1.5
23	16,397	1.9%	1,063	2.5%	1.3	412	2.5%	1.4
24	15,238	1.7%	1,041	2.4%	1.4	415	2.6%	1.5
25-34	153,815	17.5%	7,918	18.6%	1.1	3,171	19.6%	1.1
35-44	179,778	20.4%	7,229	17.0%	0.8	2,728	16.9%	0.8
45-54	161,779	18.4%	5,488	12.9%	0.7	2,048	12.7%	0.7
55-64	102,960	11.7%	3,093	7.3%	0.6	1,150	7.1%	0.6
65-74	70,950	8.1%	1,866	4.4%	0.5	705	4.4%	0.5
75+	49,989	5.7%	1,553	3.7%	0.6	586	3.6%	0.6
Not Stated or Other			923	2.2%		254	1.6%	
TOTALS	881,159		42,519			16,184		
<i>* Involvement is calculated by dividing the percent of collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

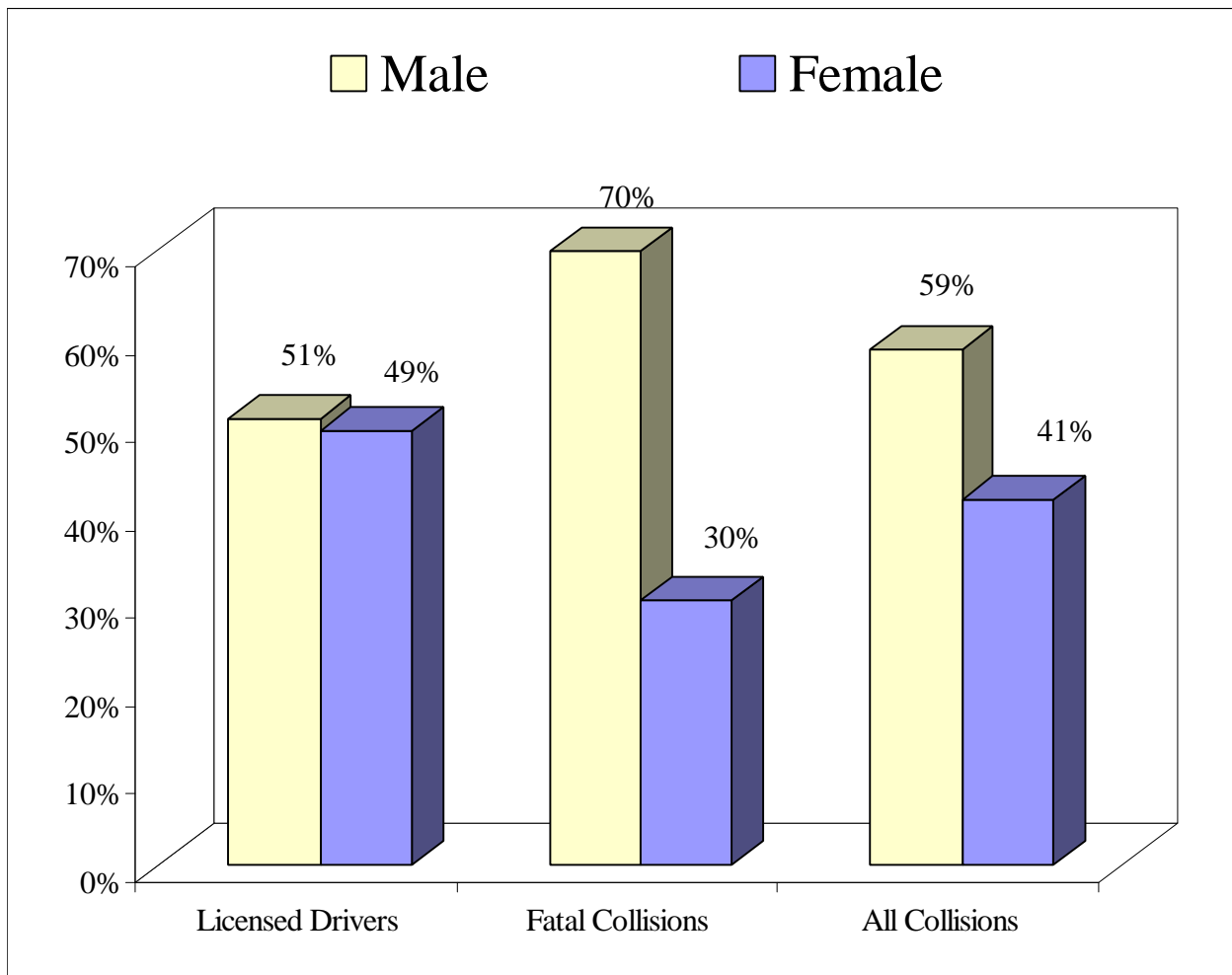
Drivers aged 20-34 were also over-represented in traffic collisions. This age group comprised 27.0% of all licensed drivers, yet accounted for 33.5% of all collision-involved drivers and 34.5% of drivers in fatal and injury collisions.

Drivers aged 35 and older were under-represented in traffic collisions. This age group comprised 64.2% of all licensed drivers, yet accounted for only 45.2% of all collision-involved drivers and 44.6% of drivers in fatal and injury collisions.

Driver Gender Information

Figure 9 shows the distribution of female and male licensed drivers, involvement in all collisions, and involvement in fatal collisions. Males comprise 51% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 70% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 1999



In 1999, males were 1.4 times more likely than females to be involved in any collision and 2.3 times more likely than females to be involved in a fatal collision.

Traffic Violations and Driver License Suspensions

The top ten violations for 1999, the number and percent of the total are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Top Ten Traffic Violations for Idaho Drivers: 1999		
Violation Type	Number	% of Total
1. Basic Rule	75,582	51.2%
2. Safety Restraint Violations	14,666	9.9%
3. Failure to Stop at Traffic Control Devices	11,669	7.9%
4. Failure to Carry Insurance Certificate in Vehicle	9,950	6.7%
5. Driving Under the Influence (Idaho Residents)	6,906	4.7%
6. Driving Without Privileges - Suspended License	4,766	3.2%
7. Following Too Close	3,655	2.5%
8. Inattentive Driving	3,167	2.1%
9. Failure to Yield Right of Way	2,499	1.7%
10. Child Safety Seat Violations	1,696	1.1%
All Other	12,942	8.8%
TOTAL	147,498	

Safety restraint violations are considered secondary violations. Data is obtained directly from the judicial system. The remainder are primary violations and data is obtained from driving records.

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 68% of all violations for 1999. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 19 Selected Traffic Violation Rates for Idaho Licensed Drivers: 1999 (Per 100 Licensed Drivers)					
Age	Basic Rule	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Inattentive	Following Too Close
15	9.0	2.2	0.1	0.8	1.1
16-19	21.6	3.9	0.7	1.2	1.4
20-24	16.0	2.3	1.5	0.7	0.8
25-34	10.8	1.5	1.2	0.4	0.5
35-44	7.9	1.0	1.1	0.3	0.3
45-54	5.7	0.8	0.6	0.2	0.2
55-64	4.1	0.6	0.3	0.1	0.2
65-74	2.2	0.5	0.1	0.1	0.1
75+	1.2	0.7	0.0	0.1	0.2
Mean	8.6	1.3	0.8	0.4	0.4

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas consistently shown to be major contributing factors in collisions, i.e., speeding, driving too fast for conditions, inattention, following too close, and disregarding stop signs and signals. Teenage drivers however, had a lower rate than the mean for DUI violations. Drivers age 20-24 had the highest rate for DUI violations.

Table 20 presents drivers license suspensions in Idaho for 1999. The table also reviews how frequently restricted driving privileges are granted when a driver's license has been suspended.

Table 20 Drivers License Suspensions by Violation Type: 1999				
Violation	Suspensions		Restricted Driving Privileges Granted	
	Number	% of All Suspensions	Number	% Receiving Privileges
Failure to Pay Fine	17,637	28.3%	19	0.1%
Failure to Maintain Insurance	16,112	25.8%	14	0.1%
DUI (Idaho Residents)				
Judicial Suspension	7,326	11.7%	696	9.5%
Administrative License Suspension (ALS)*	6,707	10.7%	919	13.7%
Driving Without Privileges	5,536	8.9%	279	5.0%
Underage Consumption or Possession of Alcohol or Tobacco	3,470	5.6%	340	9.8%
Refused Evidentiary BAC Test	1,730	2.8%	4	0.2%
Family Responsibility Law	724	1.2%	0	0.0%
Points	539	0.9%	120	22.3%
Reckless Driving	502	0.8%	54	10.8%
Failure to Attend School	414	0.7%	2	0.5%
All Others	1,721	2.8%	232	13.5%
TOTALS	62,418	100.0%	2,679	4.3%
<i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i>				

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 54% of all license suspensions. Driving under the influence accounted for 23% of all license suspensions.

Of the 66,524 license suspensions, 4% received some type of restricted driving privilege.